

Facts about Photo Red Light

- Approximately 25 states use photo red light enforcement programs. The biggest part that we try to emphasize with ours here in Alexandria is education and awareness. We're hoping drivers will think twice about running **any** red light, but especially at intersections with photo red light cameras:
 - South Patrick Street and Franklin Street
 - South Patrick Street and Gibbon Street
 - Duke Street and South Walker Street
- Warning periods are an essential part of any photo red light program, including proper signage at enforced intersections.
- The US Department of Transportation (DOT) endorses photo red light enforcement programs after extensive research and engineering studies. Their research has shown that red light violations and ultimately crashes decrease at photo red light intersections.
- In order to deploy a photo red light camera program in VA, a comprehensive traffic and crash study has to be completed by the municipality in collaboration with the VA DOT. Any intersection being considered for a photo red light camera must first obtain approval from VA DOT.
- Photo red light programs are not intended to be revenue generators. Fines for photo red light violations cost less than a Virginia Uniform Summons (VUS) issued by a police officer for running a red light (\$50 v. \$161) and no points are ever assessed to anyone.
- The primary and only goals of photo red light programs are to prevent and reduce crashes and often serious injury(s) at intersections proven to have a high rate of collisions due to red light violations. In 2010, there were a total of 1,574 crashes in Alexandria.
 - S Patrick & Franklin – 13 crashes
 - S Patrick & Gibbon – 8 crashes
 - Duke & S Walker – 23 crashes
- There is an adjudication process for those who disagree with the violation received in the mail. A court hearing is always a third option if violators are not satisfied with the adjudication hearing.
- It is often difficult to enforce these high violation intersections using sworn police officers because finding parking to monitor the intersection can be difficult, pulling out into traffic to pursue a violator can be dangerous and finally, being on the side of the road once the violator is stopped presents high risk to the officer, not to mention the traffic back-up that tends to occur whenever a police officer has a violator stopped on the side of the road.